

# CHINA MAIL.

Established February 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL XXXIII. No. 4496. 二十七年十一月七日一千八百零八年一月七日 HONGKONG, TUESDAY, NOVEMBER 27, 1877.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 6, *Uxbridge Lane*, *Lombard Street*, *George Street*, 30, *Cornhill*, *GORDON & GOTCH, Judges*, *Circus*, *B. C. BATES, HENRY & CO.*, *Old Bailey*, *E. C. SAMUEL DEACON & CO.*, 160 & 164, *Leadenhall Street*.

PARIS AND EUROPE.—LEON DE ROSY, 19, *Rue Monceau*, *Paris*.

NEW YORK.—ANDREW WIND, 138, *Manhattan Street*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, *Melbourne* and *Sydney*.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, *San Francisco*.

SINGAPORE AND STRAITS.—SAYLE & CO., *Square, Singapore*. C. HEINZEN & CO., *Manila*.

CHINA.—SWATOW, CAMPBELL & CO., *Amoy*, *WILSON, NICHOLS & CO.*, *Foochow*, *HEDGES & CO.*, *Shanghai*, *LANE, CRAWFORD & CO.*, *KELLY & WALKER*, *Yokohama*, *LANE, CRAWFORD & CO.*

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPFUS, Esq. Deputy Chairman—P. D. SABROON, Esq.

E. R. BELLIOS, Esq. WILHELM REINERS, Esq.

W. H. FORBES, Esq. ED. TIDEN, Esq.

H. W. KEEWICK, Esq. A. MOLYNE, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 2 per cent. per annum.

6 " 4 per cent. "

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, August 16, 1877.

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1877.

Authorised by Imperial Edict, dated the 2nd Day of the 9th Moon, of the 111 Year of KWONG-SU, (Oct. 8, 1877.)

£1,604,276. 0. 10 STOCK.

In Bonds of £100 each.

Bearing Interest from 1st December, 1877,

the first Coupon of £1.68 being payable on 28th February, 1878, and

Coupons of £4 being payable there-

after on 31st August and 28th February in each year, until 14th June, 1884, when the last Coupon of £2.68 will be payable.

The Bonds are redeemable at par within seven years (1884) by half-yearly drawings.

PRINCIPAL AND INTEREST PAYABLE IN LONDON, HONGKONG AND SHANGHAI.

PRICE OF ISSUE 98 PER CENT.

THE HONGKONG AND SHANGHAI BANKING CORPORATION, 81, Lombard Street, London, as Agents for the Chinese Government, hereby invite Subscriptions for £1,604,276. 0. 10 of 8 per cent. Bonds at the issue price of 98 per cent. payable as follows:

40 per cent. on allotment.

40 " " allotment.

48 " 15 days after allotment.

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The Bonds will bear interest at the rate of 8 per cent. per annum, payable half-yearly on the 28th February and 31st August at the offices of the Hongkong and Shanghai Banking Corporation in London, Hongkong, and Shanghai. The first Coupon for £1.68 for interest from 31st December, 1877, to 28th February, 1878, will be payable on the latter date, and Coupons of £4 will be payable thereafter on 31st August and 28th February in each year, until 14th June, 1884, when the final Coupon of £2.68 will be payable.

The Bonds will be redeemed at par within seven years (1884) by Thirteen half-yearly Drawings of £114,000 each, the balance of the Loan, £114,476.0.10, being paid off on 14th June, 1884.

The Drawings will take place in London in December and June in each year, and the Bonds to draw will be paid off at par on the succeeding 28th February and 31st August at the offices of the Hongkong and

## Banks.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £300,000. RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the other Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

## Auctions.

### PUBLIC AUCTION.

### VALUABLE LAND AND HOUSEHOLD PROPERTY, &c.

ANE, CRAWFORD & CO. have received instructions to sell by Public Auction, (unless previously disposed of by Private Sale), on

MONDAY,

the 31st December, 1877, at Noon, at their Sale Room, Praya Central,

The following PIECES or PARCELS of GROUND, with the Buildings erected thereon.

First.—All that Piece or Parcel of GROUND, situated in Victoria, Hongkong, and Registered in the Land Office, as the remaining portion of INLAND Lot No. 41, abutting on the North side thereof on a Public Road, and Measuring thereon 153 feet, on the South side thereof on Section 4 of the aforesaid Inland Lot No. 41 and Measuring thereon 75 feet and 55 feet, on the East side thereof on a Public Road, and Measuring thereon 88 feet, and on the West side thereof on a Close Registered in the Land Office as Inland Lot No. 201, and Measuring thereon 36 feet, which said Piece or Parcel of Ground contains in the whole about 8,000 square feet, of which the Annual Crown Rent is £73.00, together with the Messuages or Tenements standing thereon, at present leased by D. RUTTUNEE, Esq.

Crosses & BLACKWELL'S OILMANS' STORES of every kind; Fresh Supplies received by every Steamer.

CLARET in Cask, (BANDOL), Superior

Quality.

BARCLAY, PERKIN'S PORTER, in Hogsheads and Kilderkins.

GUINNESS'S STOUT, Bottled by E. & J. BUKE, in Pints and Quarts.

BASS PALE ALE, Bottled by CAMERON and SAUNDERS, in Pints and Quarts.

etc., etc.

Canned Dessert FRUITS.

Compressed CORNED BEEF, and

BEEF TONGUES.

PICKLED SALMON, in Quantities to suit Purchasers.

CROSSE & BLACKWELL'S OILMANS' STORES of every kind; Fresh Supplies received by every Steamer.

CLARET in Cask, (BANDOL), Superior

Quality.

BARCLAY, PERKIN'S PORTER, in Hogsheads and Kilderkins.

GUINNESS'S STOUT, Bottled by E. & J. BUKE, in Pints and Quarts.

BASS PALE ALE, Bottled by CAMERON and SAUNDERS, in Pints and Quarts.

etc., etc.

Hongkong, November 23, 1877.

## Intimations.

### NOTICE.

A. MILLAR & CO., PLUMBERS, AND GAS FITTERS.

Queen's Road East, HONGKONG.

September 15, 1877.

### NOTICE.

THE OFFICE of the UNDERSIGNED

has been REMOVED to No. 13, QUEEN'S ROAD CENTRAL.

MEYER & CO., Hongkong, November 19, 1877. des3

### DENTAL NOTICE.

D. R. ROGERS begs to say that he has

RETURNED, and is now ready to

receive Patients.

Hongkong, November 23, 1877.

### DENTAL NOTICE.

D. R. STOUT has RETURNED, and will be

ready to receive Patients on MONDAY,

the 24th Instant, until further notice, at his

Rooms, Ground Floor, HOTEL DE L'UNIVERS.

Office hours, 8 to 12 Noon and 2 to 4 p.m.

Hongkong, September 22, 1877.

### NOTICE.

LADIES or GENTLEMEN desirous of

having their PIANOS TUNED or

REFIRED before the Coming Season,

are requested to give their Orders at once,

to prevent disappointment.

Orders may be left care of MESSRS. LANE, CRAWFORD & CO.

A. HAHN, Plaenfort Warehouse, Praya East.

Hongkong, November 20, 1877. des3

### FOR SALE.

### FOR SALE.

D. A. N. I. S. H. B. E. E. R.

TUBORG FABRIKKER,

27 per Case quarts.

29 per Case pints.

LANE, CRAWFORD & CO., Sole Agents.

Hongkong, November 7, 1877.

### FOR SALE.

### SHAMSEEN CANTON.

THE Desirable PROPERTY known as

Lot No. 46, consisting of Commodious

DWELLING HOUSE, OFFICES and

SILK GODOWN.

For particulars, apply to

G. M. SMITH, Canton.

October 15, 1877.

### FOR SALE.

### SHAMSEEN CANTON.

THE DEVOE MANUFACTURING CO.,

60 Beaver and 127 Pearl Streets,

HONGKONG, NOVEMBER 1, 1877.

### FOR SALE.

### NEW YORK, U. S. A.

H. DU POURY, Agent.

Hongkong, November 2

## To-day's Advertisements.

**VICTORIA REGATTA.**  
TWENTY-SECOND MEETING.

FRIDAY AND SATURDAY,  
21st and 22nd December, 1877.

PATRON,  
His Excellency JOHN POPE HEN-  
NESSY, C.M.G.

VICE-PATRON,  
COMMODORE WATSON, R.N.

STEWARDS.  
H. R. GIBS, Esq. Hon. W. KEWICK.  
W. H. FORBES, Esq. Hon. Col. BASSANO,  
H. HOPFUS, Esq. G.B.  
G. B. EMMY, Esq.

COMMITTEE.

T. JACKSON, Esq., CHAIRMAN.  
Major BRODGEAN, 26th Regt.  
A. P. MOHREN, Esq.  
H. E. WODEHOUSE, Esq.  
H. R. S. F. WALKER, Esq.  
H. L. WOODIN, Esq.  
DUDLEY C. TRAVERS, Esq., Honorary  
Secretary.

JUDGE.

J. P. McDUEEN, Esq., R.N.

UMPRIES.  
ROWING..... Hon. C. C. SMITH.  
YACHTS..... E. BEART, Esq.  
OPEN SAILING BOATS. E. BURNIE, Esq.

STARTERS.  
ROWING..... Hon. C. C. SMITH.  
YACHTS..... E. BEART, Esq.  
OPEN SAILING BOATS. E. BURNIE, Esq.

FIRST DAY,  
FRIDAY, 21st DECEMBER, 1877.

FIRST RACE.—1 P.M.  
Junior Sculls. For Single Pair Sculling  
Boats. Entrance \$5. Distance One Mile.  
Prize, "Brokers' Cup." Open to any  
one who has never won a Sculling Race  
in China and Japan.

SECOND RACE.—1.30 P.M.  
For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. Out-rigged Boats excluded.

THIRD RACE.—2 P.M.  
The "Chairman's Cup," for Four-Oared  
Canton Cutters. Distance One mile and a half. Entrance \$10.

FOURTH RACE.—2.30 P.M.  
For Men-of-War Gigs and Whalers. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. Time allowed for Oars, 6 seconds per Oar.

FIFTH RACE.—3 P.M.  
"LADIES' PUSE," For Single Pair Sculling  
Boats. Distance One Mile. Entrance \$1.

SIXTH RACE.—3.30 P.M.  
For House Boats. Gigs pulled by Chinese. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. Time for Oars, 6 seconds per Oar.

SEVENTH RACE.—4 P.M.  
International Race. "Challenge Cup"—  
presented by the Merchants of Hongkong  
for Four-Oared Canton Cutters. To be won two consecutive years before being held. Distance One Mile. Entrance \$10.

SAILING RACE.  
For Men-of-War Boats, any rig. Entrance \$2. First Prize, \$20; Second, \$10.

YACHT RACE.  
For all Yachts. Entrance \$5. Time allowed for Tonnage, 15 seconds per ton. Cup presented.

SECOND DAY,  
SATURDAY, 22nd DECEMBER, 1877.

FIRST RACE.—1 P.M.  
For Gigs pulled by European Non-Commissioned Officers and men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. Winner of Second Race on first day, and out-rigged Boats excluded.

SECOND RACE.—1.30 P.M.  
"Members' Cup"—presented by Members of "The Victoria Recreation Club" for Four-Oared Canton Cutters. Distance One Mile and a half. Entrance \$10. Winner of "The Chairman's Cup" excluded.

FOURTH RACE.—2.30 P.M.  
For Men-of-War Cutters. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. Time allowed for Oars.

FIFTH RACE.—3 P.M.  
Senior Sculls. Cup presented by the Par-  
son Community. Distance One Mile. Entrance \$5. Winner of the "Ladies' Puse" excluded.

SIXTH RACE.—3.30 P.M.  
For Officers of H.M.S. Audacious against  
Fleet in harbour. Cup presented by the  
Members of the Hongkong Club, to be won in Canton Fours. Distance One Mile. Entrance \$10.

SEVENTH RACE.—4 P.M.  
"American Cup," open to all Members and Honorary Members of the Victoria Recreation Club, to be rowed in Canton Fours. Distance One Mile. Entrance \$10.

SAILING RACE.  
For all Open Boats. Chinese excluded. Entrance \$2. First Prize, \$20; Second, \$10.

YACHT RACE.  
For all Yachts. Entrance \$5. Time allowed for Tonnage, 15 seconds per ton. Cup presented by the Victoria Recreation Club.

DUDLEY C. TRAVERS,  
Hon. Secretary, Victoria Recreation Club  
Hongkong, 27th November, 1877.

## To-day's Advertisements.

FOR HAIPHONG (DIRECT).

The Steamer  
"HOLYWOOD"

will be despatched for the  
above Port, on THURSDAY,  
the 29th Inst., at 5 p.m.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, November 27, 1877. no. 29

FOR SWATOW, AMOY & FOOCHOW.

The Steamer  
"DOUGLAS,"

Captain G. D. PITMAN, will  
be despatched for the above  
Ports on FRIDAY, the 30th Instant, at  
Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIN & Co.

Hongkong, November 27, 1877. no. 30

FOR MELBOURNE & SYDNEY.

The Brit. 3-m. Schooner  
"SEA BELLE,"

Captain Ross, will load here for  
the above Ports, and will have  
quick despatch.

For Freight or Passage, apply to

HOFF & KEE & Co.

Hongkong, November 27, 1877.

FOR HAMBURG & LONDON.

The 4 1 British Ship  
"ONIDA,"

S. OLIVY, Master, having  
3/4ths of her Cargo engaged,

will load here as above, and will be de-  
spatched on or about the 31st December.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, November 27, 1877.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

The S. S. Argyle having arrived from  
the above Ports, Consignees of Cargo

are hereby requested to send their Bills of  
Lading to the Undersigned for counter-  
signature, and to take immediate delivery  
of their Goods.

Cargo impeding the discharge will be at  
once landed and stored at Consignees' risk  
and expense, uninsured against fire.

JARDINE, MATHESON & Co.

Hongkong, November 27, 1877.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

The British S. S. Japan, Captain H. de  
Smidt, having arrived from the above Ports,

are hereby requested to send in their Bills of  
Lading to the Undersigned for counter-  
signature, and to take immediate delivery  
of their Goods.

Cargo impeding her discharge will be at  
once landed and stored at Consignees' risk  
and expense.

DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, November 27, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF  
TOKYO will be despatched for San  
Francisco, via Yokohama, on WEDNES-  
DAY, the 19th December, at Noon, taking  
Passengers, and Freight, for Japan, the  
United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER  
CENT on regular rates is granted to  
OFFICERS OF THE ARMY AND NAVY,  
AND MEMBERS OF THE CIVIL AND  
CONSULAR SERVICES IN COMMIS-  
SION.

Freight will be received on board until  
4 p.m., 18th December. Parcel Packages

will be received at the office until 5 p.m.,  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Offices in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 9, Fraya Central.

RUSSELL & Co., Agents.

Hongkong, November 27, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debt contracted by the Officers or Crew  
of the following Vessel, during their stay  
in Hongkong Harbour:

ARMSTRONG, British barque, Captain G.  
Cunningham.—Wiles & Co.

CITRANX, British ship, Captain E.  
Shrewsbury.—Wiles & Co.

COLORADO, American ship, Captain In-  
gram.—Russell & Co.

HATE CARNIS, British barque, Captain  
James Wilson.—Melschers & Co.

BROTHMAN, British ship, Captain H.  
Bata.—Russell & Co.

JACIARA, Dutch brig, Captain Orman.  
—Slamson & Co.

CHARIE OAK, American ship, Captain  
Staples.—Jardine, Matheson & Co.

FORUMA, German 8-m. Ketcher, Capt.  
Schweiss.—Melschers & Co.

ARYLIL, British steamer, Captain D.  
Sparte.—Jardine, Matheson & Co.

## SHIPPING.

ARRIVALS.

Nov. 26, Malwa, German barque, H.  
Klinge, Newhaven Nov. 17, Beans—  
Wiles & Co.

Nov. 26, 7 p.m., Tewsi, French steamer,  
1158, G. Da Martello, Yokohama Nov.  
20, Mails and General.—Mackellar &  
Maritime.

Nov. 26, Alcudia, British barque, 407,  
Walter Elliott, Liverpool May 26, Coal—  
Douglas Larraín & Co.

Nov. 27, Peng-chou-hai, Chinese R. C.  
from Canton.

Nov. 27, Chen-chi, Chinese gunboat, from  
Canton.

Nov. 27, Li-chie, Chinese gunboat, from  
Canton.

Nov. 27, China, German steamer, 647,  
Ackermann, Shanghai Nov. 24, General—  
Slamson & Co.

Nov. 27, Argyle, British steamer, 1270,  
D. Scott, Calcutta Nov. 11, Penang 16, 1869  
Singapore 20, General—Abdine, Matheson  
& Co.

Nov. 27, Japan, British steamer, 1865,  
H. de Smidt, Calcutta Nov. 11, Penang 17,  
and Singapore 20, General—David Sas-  
son, Sons & Co.

Nov. 27, Dijonais, French steamer, from  
Marseille, via Saigon Nov. 23, Mails and  
General—Mackellar & Maritime.

DEPARTURES.

Nov. 27, Haikong, for Coast Ports.

27, Zambang, for Amoy.

27, Osseta, for Shanghai.

27, Pernambuco, for Swatow.

27, Danube, for Bangkok.

CLEARED.

Messina, for Manila.

Jacatra, for Salagon.

Abil, Abit, for New York.

Norma, for Swatow.

August, for Honolulu.

PASSENGERS.

ARRIVED.

Per Malwa, from Newhaven, Mr and  
Mrs R. M. Hobson, two children, and serv-  
ant.

Per Tanis, from Yokohama: for Sime-  
one, Mr de Cristoforis; for Marseilles, Mrs  
Bauer, Infant and female servants, Mr and  
Mrs Dury, Messrs Barfara, Ebell, Goung-  
Dakoku, Polaso, White, and ten Japanese  
Students.

Per Peng-chou-hai, from Canton, H. E.  
The Hoppo of Canton, and Mr T. Marsh  
Brown.

Per Li-chie, from Canton, Mr J. Mc-  
L. Brown (Commissioner of Customs, Canton).

Per China, from Shanghai, Messrs Peters  
and Campbell, 70 Chinese and one European  
deck.

Per Japan, from Calcutta, Mrs H.  
de Smidt, Miss Walls, and 300 Chinese.

Per Argyle, from Calcutta, cca, 162  
Chinese.

DEPARTED.

next took the large steam gauge off the front of the engine. There was also a small one which I took down. I took them to my workshop and connected the three gauges on the same pipe with the shop gauges. That is, I had four gauges on one pipe. The pressure on the shop gauge was twenty-three pounds, and the pressure on the mercury gauge indicated also twenty-three pounds. The small or seven-inch-faced gauge indexed up to 60 lbs., and the pressure shown on the gauge was 19 lbs. The ten-inch-faced gauge, or large one, in front of the engines indexed up to eighty pounds and showed a pressure of twenty-seven pounds. The shop gauge was Bourdieu's patent, and the other gauges are all Bourdieu's. I went on board the steamer this morning to take the length of the safety valve.

Mr. David Robb, sworn, stated.—I am Inspector of Machinery for the Royal Navy and am stationed at the Hongkong Naval Yard. In conjunction with Mr. Gillies, who is an engineer, I made an inspection of the *Yesso*'s starboard boiler or that part of the boiler where the explosion took place on the morning of the accident. I inspected the boiler at the request of Messrs. D. Lepak & Co. The piece of the boiler blown out was the flat end of the boiler, and it was then lying in the iron hold. The plate was a segment of the upper part of the end; the cord of the segment is 9 feet, and the height about 4 feet. The thickness of the plate was 5/16 in. on the top, 3/16 in. on the lower corner of one on the port side, and on the other lower corner about 4, the starboard lower corner was the weaker portion. The stays which support the end of the boiler are what are termed gusset stays. They had originally been 3/4 in. thick, there were eight of them. These stays were attached to angle irons riveted to the end plates. On examining these stays, I found they were with one exception entirely gone. They had a slight connection, but very slight, about the thickness of a piece of blotting paper; the old connection was about two inches. To all appearance these stays had had no connection for a long time, because the separated parts of the edges were considerably apart and were covered with the sediment of the boiler. Some of them I should say may have been detached six months ago. I am of opinion that an examination of these stays twelve months ago would have shown them defective at least some of them. It is impossible that they could have been examined six months ago without having been found in a very unsafe state. The function of these stays is to support the end; it being a flat surface and without such supports it would not be safe to use much pressure. The area of segment taking the area of the first line of stays as cord is 644 inches, the pressure at 16 lbs. to the square inch on the entire sum of this surface would be 43 tons, at 20 lbs. pressure it would be 67 tons. The surface I give is what was unsupported by any stays, the only support being the rim which was attached to the end of the boiler. The angle irons would of course stiffen the plate but not support the plate otherwise. I am of opinion that the rupture first took place at the starboard lower corner. That it did so is proved by an upright which supports a wooden bulkhead. In its original position it was upright and the lower part had evidently been lifted up and as the plate ripped was carried over to port and was found resting between the boilers, the upper part of the upright being still fastened in its original place. There was plenty of room to get into the boilers and examine the stays. The distance between the top of the combustion chamber and the top of the boiler was four feet four inches. The port boiler has not been examined by either Mr. Gillies or myself. There was no trouble in examining the stays, and it would have been quite easy to put new stays in. The thickness of the stays was 3/4 in. Iron corrosion can take place all round these stays whereas the shell of the boiler is only attacked on the one side. These stays require much more care than with them. It is the duty of every engineer to examine his boiler personally and to ascertain their state by hammering or boring. I consider that two years after boilers have been in use they ought to be thoroughly examined and tested. I believe that if an examination had been made two years after the boilers were made that deterioration would have most likely been found to have taken place. It is the Chief Engineer's duty to make an examination of the boilers himself. Such examination should be made at least every six months. The examination should consist of boring and tapping, and if any signs of weakness were discovered he should lower the safety valve to what he considered a safe standard.

By a Juror.—I cannot say that such examinations are made and the safety valves altered by engineers on board steamers out here; there is no compulsion out here, but it ought to be done.

Continued.—I consider that without any internal examination of the boiler it was the duty of the Chief Engineer of the *Yesso* to have lowered the weight of the safety valves having regard to the edge of the boilers. I certainly think it was his duty to have made special inquiry about the state of these stays. There are other parts of the boiler which require special attention, such as the superheater, as it is exposed to the moisture of the air. I consider that 3/16 in. low-melting iron is a good thickness; it must have been a good plate to have bent at right angles. The plate might have borne 20 lbs. pressure, but I should not consider it safe. I should not have considered it safe to have used the boilers at all in their then state. If I had discovered their weakness at sea I should have lowered the safety valve to 8 or 10 lbs.

By a Juror.—The plate was also corroded. The plate was dangerous itself without reference to the stays at all. It would have been the duty of the Chief Engineer to have had the plate renewed if he had known its condition to be such as it is now.

Continued.—There was no difficulty that I am aware of in finding out the condition of that plate. It was his duty to know its condition. It would have taken a couple of days to have replaced the plates.

A Juror.—The Chief Engineer stated that the stays were examined 8 or 9 months ago and they were not dangerously corroded; it is that so?

Answer.—I think not. It is not possible for the iron of a boiler to corrode sometimes more quickly than at other times when the circumstances are the same. I do not know if there are any gusset stays in the after end of the boilers; I have not examined any other part.

By Mr. Breton.—I was Chief Engineer of the H.M.'s ships for thirteen years. There is a Government inspection of merchant steamers at home every six months. In speaking as I have of the duties of Chief Engineers, I am speaking from the practice in England and my own experience. A much higher standard of safety is required of

engineers in the navy than the merchant service. The number of engineers employed is calculated according to the horse-power. There are a greater number of engineers employed in Queen's ships on account of the greater number of duties outside the engine-room. They are not greater proportionately to the work to be done. They have greater leisure to attend to their boilers and machinery than they have in merchant ships. Taking into consideration the greater efficiency of the men and their greater leisure they have better opportunities to examine their boilers and machinery than on board merchant ships. However slightly the boilers may have been corroded, it was the duty of the Chief Engineer to have renewed the inspection every six months. There are instances of chemical defect being found in some parts of the iron I have known in my experience, instances of accident happening on board ship although the engineers have been most careful and assiduous in their duties. The accidents I refer to are breaking down of engines and boilers. In nearly all accidents I believe that with certain care the accident might have been avoided. I am aware of the accident on board the *Thunderer*; there were, I think, about forty lives lost. I think that accident might have been prevented by greater care on the part of some one having charge of the boilers and machinery. I do not think that accidents of this nature can ever effectively be prevented unless some such means are taken, as are practised at home.

By a Juror.—I do not think there is anything extraordinary in the corrosion; boilers are being built now of one inch and one and a quarter inch plates. The stays of the *Yesso*'s boiler were only 3/4 of an inch thick, and when you consider that it was set on both sides it is not at all remarkable that rapid corrosion should have taken place.

The enquiry was then adjourned till a quarter to three.

When the inquest was resumed, the Crown Solicitor, Mr. Sharp, appeared to watch the enquiry on behalf of the Crown.

The Coroner said he wished the Crown Solicitor had appeared at an earlier stage, as they wanted his assistance very much.

The Crown Solicitor said he had only received instructions this morning.

Mahomed Drice, a Malay Serang on board the *Yesso*, was examined. He was on board on the morning of the 22nd. He saw Mahomed Eesop, the storekeeper, on board. He was witness' son. Witness identified the body.

Tsang Ayeed, an oiler on board the *Yesso*, was next called. He was so on the 22nd. At the time of the explosion, he was on the paddle box. He did not see the steam range in the engine room when he came up. He identified the body of Chun Angow, a coolie passer on board.

Lum Aying, another oiler on board the *Yesso*, was next examined. He identified the body of Too Kwal Yew, a fireman on board.

Chun Ahsong, a horse coolie to Captain Creach of the 28th Regiment, identified the body of Tsang Asam, a coolie employed on board the *Yesso*. The deceased might be a trader, as witness had not seen him for some months before.

Chin Kit Yam was next called.—I am employed at Messrs. Jardine, Matheson & Co., at Foochow, as a teamster. I was on board the *Yesso* on the 22nd. I was in a cabin in the forward between decks. I had a pain in my belly and was sitting down on a box inside the cabin door, which was open at the time. Immediately I heard a great noise like the report of a gun. I ran out of my room to see what was the matter, and I felt a quantity of steam and water striking me on the face. There was a good deal of water mixed with the steam. The water came on like drops of rain water. My forehead was slightly scalded by the water I believe. I was struck pretty hard. My ears were also scalded I believe by steam. I swallowed a little steam as well. I at once covered my face with my hands and got my hands burnt. I at once ran back to my room, shut the door and opened the port-hole. I laid down flat on the floor with my face downwards. A deal of wind was coming from the port-hole. My brother, who had been in the cabin with me but had gone on deck for a necessary purpose shortly before, then came down and called out to me, thinking I had been killed. I replied that I was all right, and then opened the door; it was all clear then. I saw several people very badly burnt, and I thought it was in an equally bad state. I asked them if I looked like them, but they replied that there was very little the matter with me. Two men were lying down only a few feet from where my cabin was. There were eleven Foochow men in the forward accommodation. I don't know them all. I have heard that six were dead and three are still alive, besides myself and my brother. One of the three has gone to Canton, and the two others I am told are not to be found. There were about 80 men that I saw in the forward between decks who had come on board to carry away goods. There might have been a horse engaged in removing things inside the cabin, but I did not see them. I do not know if anybody had escaped in the same way as I had.

Tsang Ayen, a trader, was called. The deceased Tsang Asam was his brother, also a trader. They came from Swatow intending to go to Singapore. They were both in the forward between decks sitting together. When the explosion took place, he was lifted bodily up to the upper deck, and when he discovered himself there, he did not know how he got there.

The Coroner said that was most remarkable and asked if witness was sitting on Dr. Rogers' dental chair on the hatch.

Witness replied that he was not, but he was sitting on the hatch. He was lifted through the sky-light which was open. He was badly hurt on both legs and feet, on the neck at the back and other parts of the head. The wounds were not dressed and presented a horrible spectacle. The sky-light glass had fallen down before he was lifted up. The hatch board was lifted up with him but the board dropped down again. When the steam had cleared away, witness found his brother in the hold; he did not appear to be burnt, but was bleeding from the corner of his mouth. Witness was sitting on the fore-hatch board alone, about two feet from the dental chair; his brother was alongside of him but was not on the hatch with him. When he was blown up the sky-light, he alighted on deck on his feet. There was not the least mistake about his having been blown up on the upper deck, nor was there any exaggeration.

A Juror.—The Chief Engineer stated that the stays were examined 8 or 9 months ago and they were not dangerously corroded; it is that so?

Answer.—I think not. It is not possible for the iron of a boiler to corrode sometimes more quickly than at other times when the circumstances are the same. I do not know if there are any gusset stays in the after end of the boilers; I have not examined any other part.

Mr. Wm. Henry King was next examined. Before examining the witness, the Coroner gave him the usual caution, as he had been formally charged in conjunction with the Chief Engineer by the Police authorities with manslaughter before the magistrate.

Witness said he wished to be examined, and stated as follows:—I am the third engineer of the steamer *Yesso*. I am aware that I am at present charged by the Police with manslaughter. I know the safety valve was too heavily weighted; it was no use to the ship. I do not know at what pressure the safety valve was weighted. I knew the boilers would burst before the safety valve would lift. In English-built steamers there are two safety valves; one is looked and the engineer cannot touch it. I have known for three months that the safety valve was of no use to the ship. I cannot recollect having any conversation with the second engineer about the safety valves.

A Juror.—When we were on board of the *Yesso* on the afternoon of the 22nd, Mr. Russell asked you if you had been down below and you said you would not go down for any man, did you say so because you did not consider the boilers were safe?

Answer.—No; I could not tell what steam was on if I went below, we never went by the lower gauge.

By Mr. Breton.—I did not apprehend any danger of explosion notwithstanding the state of the stays.

Examination continued.—The second engineer told me the chief was going to make me toe the mark. I would not go below because if I did there would be no ones to look after the engines. The road down below was very bad and it would take a long time to get back. If a ship ran into us or anything happened I should be blamed. The second said the Chief wanted us to go below and look after the men drawing the fire; I said I could see the water on deck. I have been down below often but not when they were drawing fire; it was very dirty and I could not see the necessity. I did not object to go below because I anticipated there would be an explosion; I apprehended no danger. My wages are \$75 per month and I get \$14 per day besides, as a mess allowance; of this I save \$13 or thereabouts from the mess money.

The enquiry was then adjourned till Thursday afternoon at 2 o'clock.

I required extra time, I was not afraid of being turned off for doing so. I had Chinese Engineers under me. I have been Chief Engineer on the Coast with another European Engineer. I knew the safety valve was too heavily weighted; it was no use to the ship. I do not know at what pressure the safety valve was weighted. I knew the boilers would burst before the safety valve would lift. In English-built steamers there are two safety valves; one is looked and the engineer cannot touch it. I have known for three months that the safety valve was of no use to the ship. I cannot recollect having any conversation with the second engineer about the safety valves.

A Juror.—When we were on board of the *Yesso* on the afternoon of the 22nd, Mr. Russell asked you if you had been down below and you said you would not go down for any man, did you say so because you did not consider the boilers were safe?

Answer.—No; I could not tell what steam was on if I went below, we never went by the lower gauge.

By Mr. Breton.—I did not apprehend any danger of explosion notwithstanding the state of the stays.

Examination continued.—The second engineer told me the chief was going to make me toe the mark. I would not go below because if I did there would be no ones to look after the engines. The road down below was very bad and it would take a long time to get back. If a ship ran into us or anything happened I should be blamed. The second said the Chief wanted us to go below and look after the men drawing the fire; I said I could see the water on deck. I have been down below often but not when they were drawing fire; it was very dirty and I could not see the necessity. I did not object to go below because I anticipated there would be an explosion; I apprehended no danger. My wages are \$75 per month and I get \$14 per day besides, as a mess allowance; of this I save \$13 or thereabouts from the mess money.

The enquiry was then adjourned till Thursday afternoon at 2 o'clock.

Supreme Court.

In SUMMARY JURISDICTION.

(Before His Honor Mr. Justice Snowden.)

Nov. 27, 1877.

Lamb v. C. L. Thévenin, \$150.—This was a claim for board and lodgings for two months at \$75 each.

The plaintiff stated that he claimed \$150 from the defendant for board and lodgings for September and October at \$75 a month. The defendant had engaged a room in the house for one year at \$50 a month with board, and had paid up to September. Since that time he had had his board as well as the starboard one, the corrosion not having gone so deep. I reported this state of things to the Second Engineer; it is not my duty to report to the Chief Engineer, so I did not report to him.

The Second Engineer said he did not think those were stays, but that they were put there to stop the splashing of the water, the boilers being very large. I said they must be stays, as the flat surface was not stayed elsewhere. He said the boilers were tested to 40 lbs. cold water pressure, and that we only worked them to 15 lbs. so that there would not be any danger. I myself did not think there was any danger if the boilers had been tested to 40 lbs. cold water pressure and we were working 15 lbs. only. He did not tell me how long ago the boilers were tested, nor did I ask. I would not, as an engineer, take a ship to sea with boilers which had no stays. I thought the boilers would bear 15 lbs. pressure. I would consider it unsafe at 15 lbs. in fact it would be unsafe over 10 lbs. I always consider it best to keep it under that amount, and when I was in charge, I always tried to do so.

I reported to the 2nd engineer, on the 15th July, that the port boiler was nearly burst. The stays at the far end were as bad almost as the starboard boiler. He went and looked at them; I did not go in with him. I called them stays, but he said they were splash boards.

The defendant denied that he boarded in the plaintiff's house at all; he only dined with her in her house occasionally. He produced two letters shewing that he was boarding with Mr. Chastel for one month, and at another house during the other month.

Ng Achun, the plaintiff's servant, proved that the defendant had a room in the house. He lived elsewhere but came to sleep in the house every night. He boarded with the plaintiff, and whenever he did not come to dine, he sent a chit to the plaintiff to say so.

The defendant was then examined. He said he did not live in the house; he only went to visit her occasionally and stopped in the same state. The room was not his particularly, it was anybody's. He only owed her \$25 for wines besides \$50 for last month. Sometimes he dined in the house.

His Lordship said this was a very disgraceful case, and he had great doubts whether he ought to entertain it. If he went into it fully, probably he would arrive at the true nature of the case. However, as the claim was for board and lodgings, and this was a servant, he treated it like a servant.

He treated me more like a servant than fellow workmen. The second engineer held himself above and was not on speaking terms with either the plaintiff or myself since I joined the ship. He seldom spoke to me except to remonstrated. He treated us more like servants than fellow workmen.

He would not say anything more to him, but he only got snubbed for his pains. The cook has never been repaired yet; the second told me at Foochow, this last time, that it had not been done yet. I cannot instance a case where I reported to the chief to do so.

The plaintiff said that required to be done to the ship. We made further sealings in October, the starboard on the 14th and the port on the 29th; there did not appear much difference in the state of the boilers. I did not examine them so particularly as on the former occasion (in July), as it was not well.

I cannot say whether the stays had been completely eaten through or not. I did not think anything further passed about it.

It is the Chief Engineer's duty to examine the boilers; I have been Chief Engineer of the *Yung Ning*, and I used to go up the ship and examine the boilers myself. The second engineer had almost persuaded me the plates in question were not stays. I should not have considered it safe to have more than 15 lbs. pressure as I had seen the bottom of boilers give out with 14 or 15 lbs., and we were running with one boiler. The Second Engineer and I patched the starboard boiler in Swatow. I think this was about three months ago. The front of the boilers were weak and were leaking. It was owing to the general state of the boilers that I did not consider it safe to put on a pressure of more than 14 or 15 lbs. I should not have put on more than 14 or 15 lbs. because of the bad state of the boilers. When I was Chief Engineer of the *Yung Ning*, I had to examine the boilers every trip, as we got nearly a foot of mud in them whilst running up the river at Tsin-tau. There were stays (round stays) in her boiler, and I had 12 extra ones put on; I went to the engine and reported that

Richards & Co. v. Meyer \$926.74.—This case was settled, the plaintiff having accepted the amount the defendant paid into Court.

Meyer v. Richards & Co., \$900.—This cross-action was postponed till next week.

Wesler v. Puntan & Co., \$1000.—This case was also postponed till next week, as there was a chance of its being settled out of Court.

Thompson and others v. Messageries Maritimes, \$500.—This suit was postponed till Friday next at 10.30 a.m.

Lee Afook v. J. Kennedy, \$5.24.—This was a claim for wages. The plaintiff appeared and said his son was sick and unable to appear. The defendant said the plaintiff was his house-cook and had left without notice.

The father said the defendant had detained his son's clothes, and as he was sick, he required their use. He asked the Court to direct the defendant to give them up.

His Lordship said the plaintiff was entitled to his clothes; the defendant could not detain them.

The defendant said he did not know that the plaintiff had any clothing in the house, but promised that he would give it up if any was found.

The case was adjourned till next week.

## NOTICES OF FIRMS.

NOTICE.  
I HAVE this Day admitted Mr. WILLIAM LEGGE as a PARTNER in my Business, which will henceforth be conducted under the Style of HUGHES & LEGGE.  
W. KERFOOT HUGHES.  
Hongkong, November 1, 1877.

NOTICE.  
MR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.  
DOUGLAS LAPRAIK & CO.  
Hongkong, September 23, 1877.

NOTICE.  
I HAVE this Day established myself at this Port as a GENERAL COMMISSION AGENT.  
J. V. VERNON SHAW.  
Hongkong, November 1, 1877.

NOTICE.  
I HAVE this Day established myself at this Port as a MERCHANT and GENERAL COMMISSION AGENT.  
W. SCHRIEVER.  
Haliphong, November 9, 1877.

NOTICE.  
THE BUSINESS of SHARE and GENERAL BROKER, hitherto conducted in my name, will now be carried on under the Style of COHEN & HEATON. MR. ALEXANDER MACGLASHAN HEATON having this Day become a PARTNER thereto.  
CHAS. C. COHEN.  
Hongkong, November 1, 1877.

NOTICE.  
FROM this Date Mr. EDWARD SHEPPARD and Mr. M. W. GREGG are authorized to sign the name of our Firm per Procurator at Foochow, and Mr. F. F. ELWELL at Amoy.  
RUSSELL & CO.  
China, June 1, 1877.

NOTICE.  
MR. JAMES AYTON MANN is authorized to sign our Firm by Procurator.  
GEPP & CO.  
Canton, November 1, 1877.

NOTICES TO CONSIGNEES.

GERMAN BARK FERDINAND BRAUMM, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MELCHERS & CO.,  
Agents.  
Hongkong, November 26, 1877.

BRITISH BARK ORANGE GROVE, FROM HIGOO.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods, otherwise they will be landed and stored at their risk.

RUSSELL & CO.,  
Agents.  
Hongkong, November 26, 1877.

GERMAN STEAMER FERONIA, SCHULZ, Master, FROM HAMBURG, PENANG AND SINGAPORE.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so.

Goods remaining in store after the 30th instant will be subject to rent.

No Fire Insurance has been effected.

Optional Cargo will be forwarded unless written notice to the contrary is given until 10 o'clock To-morrow.

Bills of Lading will be counter-signed by W. M. PUSTAU & CO., Agents.

Hongkong, November 23, 1877.

FROM LONDON AND SINGAPORE.

THE S. S. "NEMESIS" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of Messrs. NORTON & CO., whence delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before Noon on Monday, the 26th instant.

Cargo remaining undelivered after the 30th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by OLYPHANT & CO., Agents.

Hongkong, November 24, 1877.

NOTICE TO CONSIGNEES.

S. S. "ESMERALDA", FROM MANILA.

CONSIGNEES of Cargo per above-named Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned.

No Fire Insurance has been effected.

J. Y. V. SHAW.  
Hongkong, November 23, 1877.

BRITISH BARK FIRTH OF TAY, FROM SYDNEY.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

RUSSELL & CO., Agents.

Hongkong, November 21, 1877.

PACIFIC MAIL S. S. COMPANY.

CONSIGNEES per Company's Steamer CHINA, from San Francisco and Yokohama, are hereby informed that their Cargo is being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

RUSSELL & CO., Agents.  
Hongkong, November 17, 1877.

## MAILS.

NOTICE.  
COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE-TRÉSAILLES.  
STEAM-BOAT  
HAIGON, SINGAPORE, BATAVIA, POINT DE GALLIN, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO,  
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 29th November, 1877, at Noon, the Company's S. S. ANADYR, Commandant MOREAU, with MAILED, PASSENGERS, SPREI, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 28th November, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUHEY,  
Agent.  
Hongkong, November 23, 1877.



STEAM FOR  
Singapore, Penang, Point de Gallic, Aden, Suez, Malta, Brindisi, Amico, Venice, Mediterranean Ports, Southampton, and London,

ALSO,  
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY's Steamship GWALIOR Captain J. C. BAKER, will leave this on THURSDAY, the 6th December, at Noon.

For further Particulars, apply to A. LIIND, Superintendent.

Hongkong, November 23, 1877.

NOTICE.  
"CHINA REVIEW"

Now Ready.

NO. III.—VOL. VII.—OF THE

CHINA REVIEW

CONTAINING—

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

ATLANTIC STEAMERS.

THE S. S. "BELGIO" will be despatched for San Francisco via Yokohama, on SATURDAY, the 8th December, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 7th December. PARCEL PACKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

A Reduction is made on Return Passage Tickets.

For further Information as to Freight or Passage, apply to the Agency of the Company, No. 31, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, November 27, 1877.

FROM LONDON AND SINGAPORE.

THE S. S. "NEMESIS" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of Messrs. NORTON & CO., whence delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before Noon on Monday, the 26th instant.

Cargo remaining undelivered after the 30th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by OLYPHANT & CO., Agents.

Hongkong, November 24, 1877.

NOTICE TO CONSIGNEES.

S. S. "ESMERALDA", FROM MANILA.

CONSIGNEES of Cargo per above-named Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned.

No Fire Insurance has been effected.

J. Y. V. SHAW.

Hongkong, November 23, 1877.

BRITISH BARK FIRTH OF TAY, FROM SYDNEY.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

RUSSELL & CO., Agents.

Hongkong, November 21, 1877.

PACIFIC MAIL S. S. COMPANY.

CONSIGNEES per Company's Steamer CHINA, from San Francisco and Yokohama, are hereby informed that their Cargo is being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

RUSSELL & CO., Agents.

Hongkong, November 17, 1877.

## INTIMATIONS.

OFFICE OF THE SHANGHAI STREAM NAVIGATION COMPANY, IN LIQUIDATION.

SECOND RETURN OF CAPITAL at the Rate of FIVE MILLS per SHARE will be made to Shareholders of record on the 1st October, Payable at the Office of the Liquidators, on the 8th Inst.

Warrants will be delivered by the Undersigned to Shareholders or their lawful representatives on presentation of Share Certificates for Encashment.

The Transfer BOOKS of the Company will be CLOSED from the 2nd to the 8th instant, inclusive.

By Order, RUSSELL & CO., Liquidators.

Shanghai, October 2, 1877.

AH-YON,

SHIPS' COMPRADORE AND STEVEDORE,

No. 57, Fregate Wer.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMANS STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1877.

AT FONG,

PHOTOGRAPHER,

by appointment, to

H. E. SIR ARTHUR KENNEDY,

Governor of Hongkong;

and to

H. L. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly Arctic Club,

HAS on hand the Largest and Best

collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Tore, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia, Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits, Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors in Cabinet, and Carte de Visite sizes Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

Wm. H. BRERETON,

Solicitor for the said JOHN FAIRBAIRN,

jail

IN THE GOODS OF

PROSPER EDOUARD HENRI DERODE—Deceased.

NOTICE is hereby given that all CREDITORS and other Persons having any CLAIMS or DEMANDS upon or against the Estate of PROSPER EDOUARD HENRI DERODE, late of Lille, France, who died on the 10th day of December, 1869, and Letters of Administration of whose personal estate were duly granted to ANDRE DAMMANN, by the said JOHN FAIRBAIRN, Merchant of Canton in the Empire of China, Merchant by the Supreme Court of Hongkong in its Probate Jurisdiction on the 26th day of October, 1877, are hereby required to send in writing the particulars of their CLAIMS or DEMANDS to the said ANDRE DAMMANN, who will proceed to distribute the assets of the said PROSPER EDOUARD HENRI DERODE, among the parties entitled, having regard to the claims of which the said ANDRE DAMMANN has had notice; and that the said ANDRE DAMMANN will not be liable for the assets, or any part thereof, so distributed to any person of whose claim the said ANDRE DAMMANN has not had notice at the time of the distribution.

Dated this 3rd day of October, 1877.

Wm. H. BRERETON,

de Solicitor of the said ANDRE DAMMANN,

Letters of Credit and

Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL \$2,000,000.

LETTERS OF CREDIT.

THE Undersigned Agents for the above Company are prepared to grant Policies against FIRE to the extent of \$10,000 on any Building, or

Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

OLYPHANT & CO.,

Agents, Royal Insurance Company,